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JAPAN WILL LICK RUSSIA.

Many persons are of the opinion that Japan can not hope for victory in the present war because of the immense size of her big adversary, with about three times the population and almost limitless resources. Those persons believe it utterly impracticable and impossible for a nation of 45,000,000 to defeat a nation of 129,000,000.

However, Japan has all the best of matters. While reports from the seat of war are necessarily vague, it is known that the Japanese have already destroyed many of the Russian vessels, while her own ships have been but little damaged. The latest accounts of the engagement off Port Arthur indicate that the Japs outfought their adversaries. Russia is absolutely without docking facilities in the far east, while it is but a short distance from the scene of hostilities thus far occurring to the Japanese naval stations. The Japs are therefore enabled to repair their vessels without delay, while damage to the Russian ships is necessarily permanent.

Russia's Baltic squadron is now being hurried to Japanese waters, but storms have delayed it. The Black sea fleet is hopelessly bottled up. Russia could not send this fleet to the far east without obtaining permission of England, which holds an almost impregnable position in the Dardanelles, and is fully prepared to withstand a Russian attack.

The czar, then, must rely solely upon his naval vessels now in the Yellow sea and those on the way there from the Baltic. Even if the Baltic fleet arrives in safety, and this is unlikely, in view of the fact that Japanese vessels are waiting to intercept it, the situation will not be greatly improved so far as the Russians are concerned. They must fight their ships at a very great disadvantage, and numerically they are not hereafter to be any stronger than their opponents. Japan seems to have won the victory in her first successful sally against the Russian vessels at Port Arthur.

It is likely that the present war will be determined by naval engagements. Of course, there will be some land battles, but the outcome of the sea fights will practically settle the trouble. On the land Japan will likewise have the decided advantage. She has a large army of well-trained, patriotic men, and only the Korea strait separates Japan from Korea, where the Japanese troops will be landed. Russia, on the other hand, must trust to her Siberian railway for the transportation of her troops. This railway line is not what it was intended to be, and it is predicted in military circles that Russia will experience much difficulty in rushing her soldiers to the front. The Russian troops are not fired with the patriotic zeal that spurs onward the doughty Japs, which, after all, is what wins wars.

All in all, the situation is decidedly favorable to the mikado's arms, and it seems certain now that Japan will win her great fight for civilization.

THE GEOLOGY OF WASHINGTON.

As the course of empire has taken its way westward, the greater areas of our country have one by one yielded up their treasure until today nearly the whole of our dominion is conquered land; not exploited scientifically and developed industriously to the fullest extent possible, but certainly chartered with some degree of finality and blocked out in commercial schemes based on more or less definite estimates of values. Of the frontier districts left the state of Washington is one of the most important. That it is rich in natural resources everybody knows, in a hazy way, but there is no reliable fund of information.

drawn from scientific observations, concerning its physiographic and geologic characteristics.

In a report on the ore deposits of Monte Cristo, Washington, published two years ago, Mr. J. E. Spurr demonstrated the recent age of some of the ores. This connection between ore deposition and the present topography gives a special value to physiographic studies in the Cascade region. The deposition of ores began with the uplift of the Cascade mountains, and the determination of the character of that uplift is largely the subject of Professional Paper No. 19, just published by the United States Geological Survey. It may be had from the director of the survey, at Washington, D. C., for merely the asking. The paper is entitled, "Contributions to the Geology of Washington," and contains two articles, one on the "Geology and Physiography of Central Washington," by Mr. George Otis Smith, and one on the "Physiography and Deformation of the Wenatchee-Chelan District of the Cascade Range," by Mr. Bailey Willis. Both articles are profusely illustrated with geologic and physiographic maps printed on appropriate colors, and with diagrams and photographic views of interesting landscape features.

The aim of these papers is scientific, but who shall say that their ultimate bearing may not be economic? They describe a field that is little known in any aspect. Their chief value lies on the value they throw on the geologic history of that part of Washington included in the discussion. As Mr. Willis says, "the principal episodes in the history of the Cascade mountains may now be stated with confidence."

Mr. Smith states that the evidence in hand is "believed to be sufficient to prove the youth of the Cascade range and to suggest that the general type of its uplift may have been complex rather than simple." The results of these physiographic studies promise to greatly facilitate future work in the northern Cascades.

The suspension of Louis Cordes, driver of the chemical engine, is a matter that will arouse more or less interest in the city. Mr. Cordes had been connected with the paid fire department for many years and earned for himself an enviable reputation as a careful employee. The accident occurring Wednesday, when the chemical engine, coming out of the engine house, collided with hose wagon No. 1, can not rightfully be attributed to any negligence on the part of Mr. Cordes, and that his suspension should have followed this incident is indeed to be regretted. The city of Astoria wants efficient employees, and differences between members of any department must not be permitted to impair the service. The charge of neglect of duty preferred against Mr. Cordes will be investigated by the council, and there is little question that it will not be sustained.

Typographically the Portland Journal may lay claim to the championship of America. Since the installation of its color press it has daily improved in appearance, and from the view point of typographical beauty is absolutely perfect. The Journal is likewise a very good newspaper, and in every respect is a credit to the city of Portland. For the success which he has achieved, Mr. C. S. Jackson is to be congratulated. The Journal merits the hearty support of the people of Portland, and, with the addition of the Hearst news service, will doubtless receive it.

Yesterday was the anniversary of the birth of that great American, Abraham Lincoln, and the anniversary was fittingly observed in the schools. The honest, straightforward life of the martyred president still stands as a shining light to all rising Americans, and it is gratifying to know that the pupils of the Astoria schools were afforded the opportunity of listening to the excellent address of Professor Shafer, of the university of Oregon. Emulation of the life of Lincoln will make good citizens, for he was a man among men.

Astoria has just had its first case of holdup in a number of years. The town must be prospering. Telegram. Wrong again. The incident may be attributed to the temporary negligence of the police, who make it a rule to carefully scrutinize all Portlanders arriving in the city, but who overlooked one last week.

A reduction of 50 per cent in the price of ice has just been made at Portland. We notice with satisfaction that the incident has not escaped the notice of Wexford Jones and John W. Kelly.

THEATER MAY NOT OPEN.

Managers of Madison Square Seek to Cancel Lease.

New York, Feb. 12.—It is reported that efforts are about to be given up in the direction of reopening the Madison Square theater. The house which has been the scene of many successes was closed recently by order of the mayor, pending certain alterations deemed necessary for the protection of

patrons. These changes, it is understood, would necessitate an expenditure deemed prohibitive to the commercial success of the theater and the firm holding the lease are said to be negotiating for its cancellation. Three other theaters closed by the authorities may have completed alterations and reopened.

Coughs and colds, down to the very borderland of consumption, yield to the soothing healing influences of Dr. Wood's Norway Pine Syrup.

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DRAGGED THROUGH STREET.

Remarkable Accident to Young Woman of Cincinnati.

Cincinnati, Feb. 12.—A stout piece of cord dangling from an expressman's cart was responsible for an extraordinary accident at Fifth and Main streets last evening.

Through this apparently harmless agency, a young and tastefully dressed woman suddenly found herself snatched from the arm of her escort and dragged twenty yards along the dirty asphalt pavement.

There was the usual Thursday evening jam of cars at the corner as the young man and the girl started to cross the street.

After they had crossed the car tracks their way was blocked by the expressman's vehicle joggling leisurely up Main toward Sixth street.

The wagon passed and then stopped, and the couple stepped behind it, the girl putting her foot into the loop of rope dangling from the rear of the wagon.

Just as she did so the huckster whipped up his horse.

Instantly the cord tightened around the young woman's ankle and before she could utter a cry she was dragged from the grasp of her companion down the street, a fluffy mass of lace lingerie.

Bystanders raised a shout. Police Lieutenant Renkert and Patrolman

James rushed out and stopped the huckster's horse.

The girl was extricated from her embarrassing position and, refusing to give her name, hurried away.

The huckster was allowed to go after being soundly lectured by the police. He gave his name as William Switzer and his address as the Jefferson hotel.

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"Dad" Miller Killed.

Leadville, Colo., Feb. 12.—William Miller, known all over the west as "Dad" Miller, and probably the oldest engineer in service in the United States, has been crushed to death under his engine while making some repairs. He was employed by the Rio Grande road. The switching crew ran some cars against the engine and the wheels passed over Miller's body, killing him instantly. Miller began railroading 52 years ago on the Reading. He brought the first Rio Grande engine west. He was 74 years of age.

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7:45 a.m.	For Portland and Way Points	11:30 a.m.
6:10 p.m.	Way Points	10:30 p.m.

SEASIDE DIVISION

*8:15 a.m.	Astoria for Warrenton, Flavel Fort, Stevens, Hammond, and Seaside	7:40 a.m.
11:35 a.m.	Stevens, Hammond, and Seaside	4:00 p.m.
5:50 p.m.	Stevens, Hammond, and Seaside	10:45 a.m.
6:15 a.m.	Seaside for Warrenton, Flavel, Hammond, Stevens & Astoria	12:50 p.m.
*9:30 a.m.	Hammond, Fort Stevens & Astoria	7:20 p.m.
2:30 p.m.	Stevens & Astoria	9:25 a.m.

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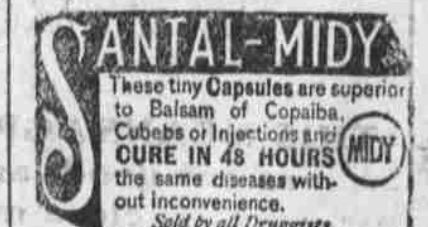
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